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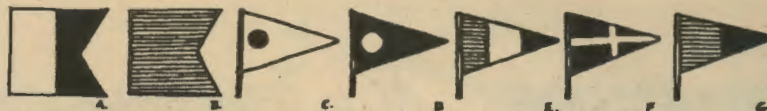
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◆◆ VOL 1 NO.9 ◆◆
SEPTEMBER 6, 1990



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Publisher Notes

By Gary Golas



It was another sad note in the history of the New Bedford fishery this past week with the loss of three fishermen from the F/V New England who are presumably dead after being rammed by a tanker off Nantucket. It's a nightmare for any local man or woman who take to the sea in ships and their families. You just never know what you could encounter out there.

It is ironic that Congressman Studds, just two weeks while in New Bedford for the blessing of the fleet ceremony suggested in reference to the loss of the Hokansens in March, that maybe "we can act in ways so that kind of tragedy won't happen again." This time the circumstances were different but still we lost another three good men.

We pray for a speedy recovery for Captain Manuel Veira and his mate Domingos Boia.

Front Photo: Fishermen Mike Dice and our photo contest winner Tim Santes (front) wrestle with a 100 pound mako shark which was still alive and biting some 300 miles in Oceanographic Canyon.

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The Barnacle

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Ship to Shore

Messages from offshore and home

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TO: Dana Toolis F/V Mary Jane
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TO: All Fishermen

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Two Seafood Auctions Proposals Being Developed

Looking For The Support Of Fishermen

With help from the owner of the New Bedford Auction House on Coggs Hall Street for the use of the facility, a former fisherman opened the doors to a new public auction for fishermen on August 27th. Patrick Donnelly is interested in eventually developing a fully computerized auction house on Hassey Street which he says could bring better prices for fishermen.

But during that first day when two fishermen arrived to examine the auction, Donnelly realized he had to tackle one issue before he could get his auction off the ground; finding an identifiable unloading space from any pier in Fairhaven or New Bedford. He had planned to meet with his attorney to determine if fishermen had the right to use any pier for the purposes of offloading seafood.

The large auction house at

85 Coggs Hall Street is equipped with plenty of seats and is currently used to sell antiques. Donnelly does not have a computer system set up but is interested in running an auction without computers first to learn just what type of computer programs may be needed to be developed.

Donnelly says he has plenty of seafood buyers ready to purchase seafood from local fishermen. In fact he plans to telephone the Point Judith Co-Op which recently announced its interest in buying scallops.

But so far Donnelly says the idea of getting an auction off the ground is "more complicated and more involved than what I thought." He added that the city "seemed to have squashed all ideas in the past to set up similar auctions." He equally has been

disappointed from the lack of a city response. "I would seem to think that the mayor would even call me once to learn about the idea," he added.

Once up and running the licensed auction would be governed by fishermen as the consignee's. They would set their own rules and the lowest bid they would like to receive for their products. Donnelly welcomes ideas from fishermen by calling him at 994-5975.

Another auction proposal was presented by the Seafood Producers Association during the most recent New Bedford Harbor Development Commission meeting. Seafood Producers Executive Director, James Costakes, suggested that his group is interested in learning if the old wharfinger building at Fishermen's Wharf could be made available

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should the plans of his group materialize.

Costakes suggested that his members have been experiencing problems with the present dealer-run auction on Conway Street and would like to establish a public auction once again. Although he did not give the details of those problems, he says he plans to talk with the processors who are part of the Seafood Exchange soon to discuss this new proposal.

The former auction room at the wharfinger building is currently the home of the Mariner's Assistance Program sponsored by the New Bedford Child and Family Services.

Costakes suggested that any fees charged at a new public auction could be directed for the seafood promotional fund which was paid for in the past by the vessels.

In other media reports, Seafood dealers operating at the present auction facility at the Conway Street location have indicated they would not support any other auction. Approximately 26 buyers are part of the Seafood Exchange which started during the bitter fishermen's strike of 1985 when the public auction was closed off by picket lines.

"There have been a lot of comments, back and forth, but I don't think they realize what we are talking about," indicates Costakes about those media reports. "There are a lot of unhappy boatowners who say the auction is not working."



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Looking For Cooperation From Groundfishermen

The New England Fishery Management Council is asking for help from fishermen in regards to its task to rebuild overfished groundfish stocks. Contained in a recent newsletter the Council is suggesting that fishermen provide "input at meetings which is necessary and important" as well as any "volunteer efforts to reduce discards"

The newsletter went on to state that "The use of small mesh and fishing in areas where dense concentrations of undersized groundfish exist diminishes future opportunities for the entire fishing community and undermines the Council's efforts to rebuild the stocks." The Council suggests that fishermen voluntarily use larger mesh as part of a concerted

effort to avoid large discards of undersized groundfish.

That voluntary cooperation is especially critical in the Souther New England Yellowtail Area as the Council seeks to close a loophole left when the 180 day Flexible Area Action requiring a 5 1/2 inch mesh expired on August 13th.


Amendment 4 to the Groundfish Plan will re-

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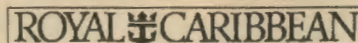
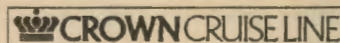
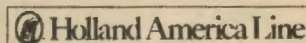
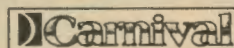
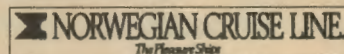
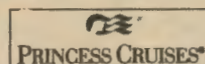
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establish a 5 1/2 inch mesh size regulation on a permanent basis for trawlers, but is several months away from implementation.

During the Council's August meeting, it voted to send a letter to the Regional Director of the National Marine Fisheries Service, Richard Roe, to urge him to reinstate the 5 1/2 inch mesh rule "by whatever means possible, including emergency action."

The Council suggests that "the use of conservation fishing methods at all times, but especially during the next year, will help protect several incoming year classes of cod and yellowtail flounder."

All fishermen are urged that "failure to protect these year classes, by voluntary or mandatory restraints, will result in much harsher catch restrictions in future years."

While the Council is working to implement Amendment 4, these stronger words comes at a time when

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even Washington may consider to step in to tackle the rebuilding issues.

Dr. William Fox, NOAA Assistant Administrator of Fishery Conservation and Massachusetts Congressman Gerry Studds speaking at a recent Council meeting, both acknowledged the Council's unique management role and offered their full support of the regional system. But their praise was accompanied by a note of caution.

Congressman Studds urged the Council "Given the

magnitude of the decline in fish stocks, if the Council is unable to come up with a way to meet its goals, it is a safe bet that someone else, somewhere else will try to do it for you. That is the last thing in the world people wanted in the mid-760's when the law was designed."

Both men stressed the need for more conservation management regimes. They also spoke of a need for better service on which to base management plans and a closer working relationship with the NE Fisheries Center.

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Will Be Subject Of Upcoming Public Hearings

The Groundfish Committee of the New England Fishery Management Council plans to hold four public hearings in September regarding two proposals that may be attached to the Amendment 4 of the Groundfish Plan aimed at reducing fishing efforts.

The hearings will take place on September 17th in Gloucester and Portland and September 18th in Portsmouth, NH and at the Sheraton Inn in Hyannis at 7:30 PM.

One of the issues on the agenda for the hearings will focus on the high discards of cod on Stellwagon Banks and Jeffries Ledge. The proposal calls for a 6" mesh regulation possibility or closure if there is a 20% discard rate or if the 6"

mesh regulation does not work.

Richard Ruais of the Council's staff suggests that "if the Coast Guard finds out there is not substantial compliance with the proposed 6" mesh or if the discards are continuing, the Regional Director will be authorized to close that portion."

The proposal will take place only from February through July of 91. The second proposal that will go before the public hearing focuses on the bycatch of the shrimp fishery.

The committee took no action in regards to any yellowtail fishing restrictions in the Southern New England/Nantucket area. Ruais suggested "we are not ignoring the issue, but if sea

sampling finds that a problem is about to occur in that area, we are prepared to step right in."

According to the latest sea sampling data, there hasn't been a problem yet. "It verifies what industry people have been saying to us," added Ruais. The vessels which fish that area may start moving back in this month.

The Council did vote to ask the Regional Director to take whatever means possible to reinstate the 5 1/2 inch mesh regulation which expired in August. Pat Kurkel of the National Marine Fisheries Office suggested no action has been taken to date.

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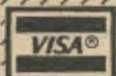
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Swordfishery May Face Catch Quotas For 1991

South Atlantic Council Votes For 50% Reduction

There could be a 50% reduction in the United States catch of swordfish coming in 1991. The South Atlantic Fishery Council voted on that measure to be included into Amendment 1 of the Swordfish Management Plan.

The plan calls for an overall 78% reduction which will be phased in over three years. The first year, the quotas will be equally divided at the Florida/Georgia border for

fishermen who must declare which side they will fish and land on.

The Council, which met in Charleston on August 22 & 23rd suggested that all fish landing prior to the regulation implementation in 1991 will be equally subtracted from the quotas of both sides of the line.

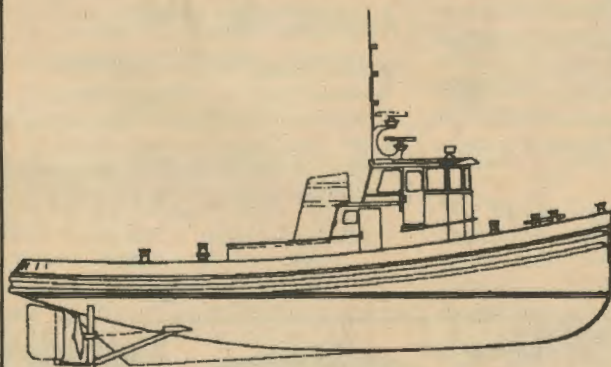
Richard Ruais of the New England Fishery staff suggests that the New England council proposed limiting the number of

driftnet vessels into the fishery. "The South Atlantic Council is trying to ban the use of driftnets entirely and they will try to do so in Amendment 1," added Ruais

There are less than twenty driftnet vessels in the northeast according to Ruais. "That is an increase but not a substantial one over 1989."

The new regulation may not be implemented until sometime in early 1991.

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Coast Guard Reports

July 30 1990/ 6:27 PM

The Coast Guard received an EPIRB distress signal coming from 120 miles southeast of Nantucket. A commercial aircraft in the area reported hearing a very weak signal. A CG aircraft was dispatched but the signal stopped at about 10 PM. There were no other signals.

July 31, 1990

The Fishing Vessel Fatima I reported some 60 miles southeast of Nantucket that it was taking on water rapidly. Helicopters and Coast Guard boats were dispatched with pumps. Meanwhile another fishing vessel was assisting with a pump. The source of flooding was determined to be from the shaft packing. The vessel was towed.

July 31, 1990/ 12:52 PM

The Coast Guard received an EPIRB signal around Menemsha Harbor on the Vineyard. The signal was located to come from a vessel in the harbor and had ceased prior to the arrival of Coast Guardsmen. It's owner stated it was not him.

July 31, 1990/ 1:05 PM

The F/V Island Rover, a scalloper with a crew of 12 men reported some 25 miles south of Nantucket that it was disabled and adrift with a blown transmission seal. Attempts to arrange commercial assistance through the owner ashore failed.

July 31, 1990/ 3:29 PM

The Coast Guard responded to a call from the 593 foot, cargo ship Corazon, 350 miles east of Cape Cod, which sent a S.O.S. on the 500 Khz radio band it was east of Hurricane Bertha and its 29 men crew was abandoning ship into liferafts. With a combination of Canadian and US aircraft with more liferafts, all were directed to assist. Vessel was reported to have a "broken back" and was sinking. Crewmen on board were remaining onboard as long as possible due to 30 foot seas and winds of 60 knots. Up to 24 men were picked out of liferafts and were onboard a Soviet vessel. Three people were missing and presumed dead. The Russian ship was enroute to Portland Maine with the survivors.

August 2, 1990/ 1:20 PM

The Coast Guard received a call from a child or female voice saying "Coast Guard we need help we are sinking". A direction finder was used and the signal was obtained. There were no further responses to broadcast calls and a search failed to find anyone in trouble.

July 11, 1990/ 2:28 PM

The Coast Guard stations Woods Hole and Menemsha heard an S.O.S. on Channel 16 "SOS,SOS smoke, we need help". Voice was calm and child-like. No further indications of distress. It is under investigation.

August 2, 1990/ 9:08 PM

An aircraft flying into Nantucket reported seeing a red flare one mile from Nantucket Harbor. A 22 foot coast guard boat was dispatched. There were several boats in the area and none reported in distress. There were no reports of overdue and a daylight search was planned for the next day.

August 4, 1990/ 6:39 AM

The Fishing Vessel Catherine, 110 miles southeast of Nantucket reported that it had disabled itself with a blown engine. Pt Bonita assisted in towing vessel to Nantucket.

August 6, 1990/ 7:07 PM

The Fishing Vessel Atlantic Dawn called for assistance 70 miles east of Chatham that a crewman is suffering from a broken hand from a winch accident. The call was made to the Coast Guard in Yarmouth, Nova Scotia and a phonepatch to a doctor in Halifax. The subject vessel then contacted Coast Guard in Woods Hole which recommended that the master proceed to port and transfer the injured crewman to shore hospital. A medevac was not warranted.

August 8, 1990/ 1:31 PM

Fishing Vessel Sancor out of New Bedford reported 110 miles east of P-Town that it was disabled and requested a tow. The Cutter Sanibel assisted to Nantucket Sound where another fishing vessel was to assist with a tow to port.



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August 8, 1990/ 3:54 PM

The 783 foot Motor Vessel Beacon, a car carrier reported through its agent that it had a burnt out main bearing and was adrift 12 miles north of Race Point Provincetown. The Cutter Chilula was sent to monitor the situation until commercial assistance arrived. The vessel drifted as close as 7 miles from land. At 1 AM reports indicate attempts to repair the engine were unsuccessful and a tug will assist in a tow.

August 10, 1990/ 12:00 PM

The Fishing Vessel Endurance out of New Bedford with 10 men onboard reported that it had blown its engine and needed assistance. A cutter assisted with a tow.

August 10, 1990/ 4:47 PM

The Coast Guard received a report from the Fishing Vessel Cheryl Ann, about 130 miles east of Provincetown that its master had been hit in the head with a wire from the running rigging. He had sustained a cut near his temple and a broken nose. It was recommended that the patient be medevac'd to port. Another crewman was qualified to act as master for the remainder of the trip.

August 11, 1990/ 7:46 AM

The Fishing Vessel Narragansett reported that it was disabled 40 miles east of Nantucket. It had suffered an engine blower failure. A cutter towed the vessel to Nantucket for commercial assistance.

August 11, 1990/ 11:50 AM

The Fishing Vessel Tradewinds reported out at 140 miles east of Provincetown that it needed a medevac for a 50 year old crewman with a history of cardiac problems. Details from the vessel's master were very sketchy due to a language barrier. The symptoms and medical history were briefed and the flight surgeon recommended evacuating

the patient.

August 13, 1990/ 11:08 AM

The Fishing Vessel Traveler was reported to be disabled and adrift about 46 miles east of Nantucket. The 98 foot scalloper out of New Bedford was towed to Nantucket Sound where a commercial diver was to remove the net from the screw.

August 14, 1990/ 2:32 AM

The 77 foot trawler F/V Din Mar II, out some 145 miles east of Nantucket reported that it had a crewman suffering from symptoms of delirium. At that time the man was placed in a confined space and no Coast Guard assistance was required. Approximately one-half hour later the vessel called again to request a medevac after the man had stabbed himself numerous times in the abdomen. The flight surgeon was briefed and recommended medevac to Hyannis.

August 16, 1990/ 2:57 PM

The Fishing Vessel Exact has called to report that its master had hit his head some 30 miles east of Nantucket. He was unconscious for about 30 seconds and was unable to remember his name, what boat he was on or anything else. Flight surgeon recommended immediate evacuation because of possible head injuries. Poor visibility made an evacuation impossible. The patient was transferred to a utility boat for transfer to a hospital.

August 18, 1990/ 12:52 AM

The Fishing Vessel Crispina A Bucolo became disabled about 120 miles east of Chatham and needed Coast Guard assistance. The tow was done to Great Round Shoals where the Tug Jaquar assisted the rest of the way.

August 20, 1990/ 6:48 AM

The Fishing Vessel Finest Kind out of Westport was reported about 20 miles south of Montauk Point, New York, to be taking on water. The vessel did not need a pump because it was keeping up with the flooding. Communication was lost and a helicopter and boat were dispatched to assist with pumps. The crew was able to keep the flooding under control.

August 21, 1990/ 7:37 AM

The Fishing Vessel Retriever, a gillnetter out of Gloucester was reportedly seized and its master arrested by Canadian Department of Fisheries and Ocean authorities for allegedly fishing in Canadian waters. The vessel was escorted to Halifax, ETA on August 23 at 10 AM.

August 23, 1990/ 8:58 AM

The Fishing Vessel Faro out of New Bedford reported to the Coast Guard that it was taking on water in the lazarette and that the water was spilling into the engine room. It was about 30 miles east of Nantucket. Vessels and helicopters were directed to assist with pumps. Once the water was pumped out it was determined that the source of the water was melting ice. The vessel was not taking on water.

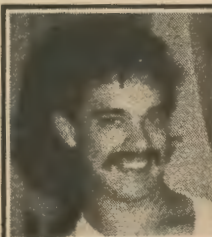
August 23, 1990/ 3:15 PM

During a fisheries boarding of the Lobsterboat Pisces out of New Bedford, the Point Turner discovered that the vessel had 500 lobsters onboard and it had no federal permit. Prior to boarding they had been observed hauling their pots outside of state waters. The National Marine Fisheries Service was briefed and recommended that the catch be seized, a violation issued or return the lobsters to the sea. A statement on "no objection to execute these actions" was granted by the district commander.

**HAPPY BIRTHDAY
ERIC JONES!!**

Sept 18th

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Navy Veteran Awarded Coast Guard License

Navy veteran James J. Barlow of South Dartmouth was recently awarded a U.S. Coast Guard merchant marine rating of Able Seaman and Lifeboatman.

The rating authorizes Barlow to be a watchstander on any merchant ship and to take charge of a ship's lifeboat.

To earn the rating, Barlow passed a day-long examination by the Coast Guard in Boston. Barlow studied for the Coast Guard test by completing a Houston Marine Exam-Prep Course at Northeast Maritime in New Bedford.

Barlow served four years in the U.S. Navy as a signal bridge supervisor on board the USS Wichita.

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Siren, Shock Sensor.
Choice of remote or
passive arming

SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, August 20, 1990	<i>Celtic</i>	12,000 lbs.	\$3.91 Georges
	<i>Lady Cheryl</i>	10,000 lbs.	\$3.90 Georges
\$3.55-3.95	<i>Harvey Gamage</i>	10,300 lbs.	\$3.90 Georges
	<i>Mandy Ray</i>	9,500 lbs.	\$4.25 Channel
	<i>Nordic Pride</i>	13,000 lbs.	\$3.90 Georges
	<i>Raiders</i>	8,500 lbs.	\$3.90 Georges

Tuesday, August 21, 1990	<i>Huntress</i>	12,500 lbs.	\$3.95 Channel
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Wednesday, August 22, 1990	<i>Tradition</i>	11,000 lbs.	\$4.30 Channel
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Thursday, August 23, 1990	<i>No Scallopers Landing</i>		
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Friday, August 24 1990	<i>Ilen Rover</i>	8,000 lbs.	\$4.35 Georges
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Monday, August 27, 1990	<i>Oceanic</i>	6,000 lbs.	\$4.55 Channel
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Tuesday, August 28, 1990	<i>No Scallopers Landing</i>		
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Wednesday, August 29, 1990	<i>No Scallopers Landing</i>		
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Thursday, August 30, 1990	<i>Columbia</i>	4,500 lbs.	\$4.55 Channel
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	<i>Friendship</i>	11,000 lbs.	\$4.50 Channel
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Friday, August 31, 1990	<i>Edgartown</i>	9,000 lbs.	\$4.10 Georges
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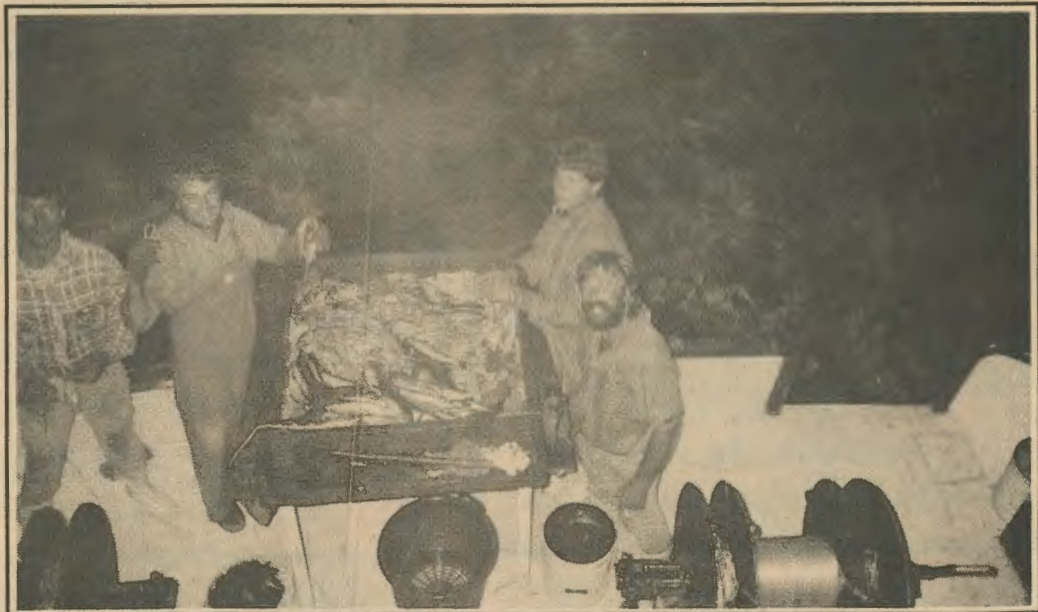
Sept 18th is
Primary Election Day
Malakye urges all his friends
to get out and
VOTE!

**The Barnacle Congratulates
Tim Santes of F/V Mr. Prowler
Offshore Photo Contest Winner**
Sponsored by Offshore Mariners Association



LEFT PHOTO; Tim Santes enjoys wrestling with a mako shark just after it was brought onboard after it was caught on a short leader with squid.

BELOW PHOTO; The crew sets the gear using squid and mackerel for bait on longlines. (left to right; Bob Smith, Tim Santes, Michael Dice and Andy Dice)





TOP PHOTO; Tim Santes handles a 200 pound swordfish which was just attacked by sharks before it was landed.

BOTTOM PHOTO; A monster 390 pound striped marlin, a rare fish which was still alive is hoisted for the photo than released back to the ocean. (left to right Tim Santes, Andy Dice and Bob Smith)



ATTENTION ALL FISHERMEN:

The Offshore Mariners Association offers you the chance to win \$25 simply by entering your offshore photos in the Barnacle Contest. If the photos are chosen, they will be published on the Barnacle front cover and center pages.

1. All photos must feature offshore shots.
2. Call 999-4255 to have your photos picked up or mail them to *The Barnacle*, P O Box 71, Fairhaven, MA 02719.
3. All photos will be judged on clarity and creativity.

DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



American Hope 10,300/ Fisherman 18,400/ Libby II 12,100/ Maureen S 20,000/ Nauset 9,300/ Neves 20,000/ Sea Breeze 19,500/ Shelagh K 15,500/ Shannon III 15,900

TOTAL 141,000 LBS

**Monday
August 20, 1990**

1,000 lbs
48,800 lbs
3,800 lbs
53,500 lbs
2,500 lbs
31,400 lbs

Haddock Large 1.25/ Scrod 1.00
Cod Large .80/ Market .80/Scrod .60-.65
Georges Lemonsole 2.25/ Large BB 2.00/ Small BB 1.80
Blackbacks Large 1.30-1.60/Small 1.05-1.25/PW .60
Sand Dabs .30-.50
Yellowtail Flounder - 100-120 count .80-1.00/ 125-145 count .90/ 150-170 count .60/
160-180 count .80

Alentejo 13,100/ Cheri & Andrea 3,300/ Elizabeth 17,500/ Foz Do Mondego 18,200/ Lady Jay 19,500/ Maria Angela 5,800/ Ruthie B 14,700/ Virginia Sands 35,000

TOTAL 127,100 LBS

**Tuesday
August 21, 1990**

600 lbs
48,200 lbs
15,900 lbs
16,100 lbs
6,000 lbs
40,300 lbs

Haddock Large & Scrod 1.60
Cod Large 1.00-1.05/Market .40-1.05/Scrod .35-1.00
Georges Lemons 2.00-2.40/Large BB 1.55-1.60/Small BB 1.23-1.35/ PW 1.00
Blackbacks Large 1.50-1.65/Small 1.35-1.50/PW 1.00
Sand Dabs .30-.50
Yellowtail Flounder - 100-120 count .80-1.10/ 160-180 count .70

Kelly Arm 16,500/ Portugal 20,000/ Sunflower 20,100/ Triunfo 19,100

TOTAL 75,700 LBS

**Wednesday
August 22, 1990**

1,100 lbs
17,500 lbs
3,600 lbs
500 lbs
200 lbs
500 lbs
900 lbs
300 lbs
47,100 lbs

Haddock Large & Scrod 2.00
Cod Large 1.00/Market 1.00-1.02/Scrod 1.00
Channel Flounder Lemons 1.80/Large BB 1.50/Small BB 1.40/PW .60
Flounder Large BB 1.75/ Small BB 1.40
Dabs Small .60/ PW .40
Pollock .10
SandDabs .50
Greysole Small 2.50/ PW .40
Yellowtail Flounder 100-120 count .93-1.05/ 140-160 count 1.10/ 160-180 count .76-.92

Alem Mar 18,000/ Humbak 12,000/ Iberia II 19,600/ Lisbon 21,500/ Luso American I 22,000/ New England 15,000/ Shantelle & Nancy 23,100/ Stirs One 9,500/ Vila De Ilhavo 23,200

TOTAL 163,900 LBS

**Thursday
August 23, 1990**

4,100 lbs
40,200 lbs
19,500 lbs
13,700 lbs
3,700 lbs
82,700 lbs

Haddock.....Large .80-1.50/ Scrod .60-.80
Cod Large 1.00-1.05/ Market 1.00-1.10/Scrod .95-1.10
Georges Lemonsole 2.00-2.10/ Large 1.65-1.70/ Small 1.42-1.45/ PW 1.00
Blackbacks Large 1.50-1.70/Small 1.25-1.45/PW .60-1.00
Sand Dabs .40
Yellowtail Flounder - 100-120 count 1.05-1.15/ 120-140 count .80/150-170 count .70/
160-180 count .70-.80

Impulse 20,000/ Lady Laura 19,100/ Lucky Venture 15,100/ Mischief 24,500/ Sao Marcos 18,200/ Valkyrie 27,300

TOTAL 124,200 LBS

**Friday
August 24, 1990**

800 lbs
72,300 lbs
14,700 lbs
300 lbs
36,100 lbs

Haddock Large .80-1.25/ Scrod 1.25
Cod Large .80-1.00/ Markets .50-1.00/Scrod .40-.80
Blackbacks Large 1.20-1.70/Small 1.00-1.40/PW .60-1.00
Sand Dabs 1.00
Yellowtail Flounder - 100-120 count 1.00-1.05/120-140 count .85/ 160-180 count .75

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Sea Escape 20,000/ Virginia Sands 22,000

TOTAL 202,700 LBS

3,000 lbs
115,300 lbs
8,500 lbs
18,900 lbs
57,000 lbs

August 27, 1990
Monday

Haddock Large 1.25/ Scrod 1.00
Cod Large .50-1.00/ Market .90-1.00/ Scrod .60-.70
Georges Lemonsole 1.50/ Large 1.75/ Small 1.65/ PW 1.00
Blackbacks Large 1.70-1.75/ Small 1.50-1.65/ PW .40-1.00
Yellowtails 100-120 count 1.05/ 120-140 count .91/ 160-180 count .80

Lucimar 23,000/ Lucisaura 22,000/ Mayflower 23,300/ My Way 21,600/ Santa Queen 30,600/ Sao Paulo 22,100/ Seel 19,800

TOTAL 162,400 LBS

3,700 lbs
72,300 lbs
3,500 lbs
17,300 lbs
1,100 lbs
64,500 lbs

August 28, 1990
Tuesday

Haddock Large .80-1.00/ Scrod .60-.80
Cod Large .60-1.10/ Market 1.00-1.15/ Scrod .67-1.00
Georges Lemonsole 2.00/ Large 1.80/ Small 1.80
Blackbacks Large 1.71-2.00/ Small 1.31-2.00/ PW .75-1.00
SandDabs .40-.50
Yellowtails 100-120 count .80-1.10/ 120-140 count .80/ 150-170 count .75-.76/
160-180 count .75-.80

Cowboy 19,500/ Navegante 15,500/ Niagara Falls 16,800/ Praia De Torreia 19,500/ Senhora Da Boa Viagem 13,500/ Sunshine 21,000

TOTAL 105,800 LBS

200 lbs
22,600 lbs
3,300 lbs
16,000 lbs
8,700 lbs
39,800 lbs

August 29, 1990
Wednesday

Haddock Large 1.00/ Scrod .80
Cod Large .90-.95/ Market .90-1.00/ Scrod .65-.70
Georges Lemonsole 1.60/ Large 1.40/ Small 1.00/ PW .60
Blackbacks Large 1.00-1.80/ Small .80-1.80/ PW .60-.75
Sand Dabs .15-.20
Yellowtail 100-120 counts .80-1.00/ 130-150 count 1.20/ 160-180 count .70-.80

Ana Palmira 21,300/ Capt Mano 25,600/ Costa Da Gale 22,500/ Faro 13,900/ Luso American II 27,200/ Maureen S 20,000/

Sea Siren 27,700/ Shelagh K 28,300/ Southern Crusader 24,700/ Voyager I 21,400

TOTAL 232,600 LBS

800 lbs
77,400 lbs
39,500 lbs
5,400 lbs
109,500 lbs

August 30, 1990
Thursday

Haddock Large .50/ Scrod .40-.60
Cod Whale .80/ Large .50-1.00/ Market .50-1.00/ Scrod .30-1.00
Blackbacks Large 1.00-1.50/ Small .80-1.15/ PW .40-.60
Sand Dabs .10-.20
Yellowtail 100-120 count .50-.80/ 140-160 counts .75/ 150-170 count .50/ 160-180 count .40-.65

American Hope 14,300/ Cidade De Aveiro 13,600/ Exact 6,900/ Kelly Anne 9,500/ Lady of Grace 19,100/

Linda & Ilda 19,900/ Mary Louise 9,300/ Ria De Aveiro 8,400/ Sagres 13,500

TOTAL 114,500 LBS

1,100 lbs
29,100 lbs
3,600 lbs
20,700 lbs
2,500 lbs
57,500 lbs

August 31, 1990
Friday

Haddock Large .60-1.00/ Scrod .40-1.00
Cod Whale .60/ Large .60-.75/ Market .60-.70/ Scrod .45-.50
Lemonsole 2.00/ Large 1.50/ Small .80/ PW 0
Blackbacks Large 1.25-1.30/ Small 1.00-1.20/ PW .40-.60
SandDabs .10-.20
Yellowtails 100-120 count .40-.60/ 120-140 count .40-.50/ 140-160 count .45/
160-180 count .43-.50

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

NOTES FROM THE EXECUTIVE DIRECTOR

The following letter was sent to Barry Gibson, Chairman, Multispecies Groundfish Committee, New England Fishery Management Council

Dear Barry:

These are my comments for the record. Any of your comments would be appreciated.

A few years ago, I would hire a van and several groundfish advisors from New Bedford would go with me. They got bored, particularly at the short time usually allocated for their problems. Also sitting in the audience as it is now set up, we rarely got an opportunity to speak out, as long as Council members wanted to be involved in the discussion.

I also provided lunch, but their interest continually diminished. I did not hold space for our Association members only. Always, I had a few nonmembers go along and I thought it worked out good. Surprisingly, our Association is not made up of scallopers alone as many believe. We have a strong (numerically) body of draggersmen as association members.

DRAFT AMENDMENT # 4 FOR THE NORTHEAST FISHERY PAGE # 17 - NETS STOWED:

Now that rougher sea conditions can be

expected, which makes work on deck inconvenient and in some cases perilous, I would like to suggest that: Nets may be stowed on deck with the legs attached to the net.

It would however be illegal to have the towing wires from the winch attached to the nets stowed on deck.

It is difficult on many draggers, which may use or carry as many as 3 sets of legs onboard, to remove and store them elsewhere because of a lack of deck or hold space.

Leg wires on the stored net does not necessarily mean that anything illegal or an ulterior motive is established, it is only a matter of convenience and a practical time saver as well as a practical way to store the leg wires, particularly on draggers with little space available for gear stowage.

Page # 17 further provides, "Guidance on Securing Nets". Guidance should not be allowed as a violation if legs are on the stowed net. I believe that the phrase, "Guidance on Securing Nets", has confused some fishermen.

I am curious as to how the Northeast Multispecies fishery permit holders were notified as to this decision. We believe in giving the 5 1/2" mesh nets a good time trial basis for the catching of yellowtail flounders. However, after this preliminary trial period to date we feel that the 13" yellow tail flounder rates a tolerance factor. I would suggest not less than 10% at this time, again, on a trial basis.

Particularly in bad weather and in

rough seas it is almost impossible for the crew to pick only yellow tails 13" or more. This is particularly true if the catch contains a large amount of discards of much smaller fish than 13". This makes the savers look considerably larger. The captain in the pilot house can not oversee all the picking and measuring that goes on out on deck.

Should the fishing vessel owner be an absentee owner and not on board the vessel, his position is much more precarious because he has to suffer the violation and the ensuing fine, plus loss of gross stock taken dockside.

We in New Bedford now have another unusual problem, if they are contributors to the Health and Pension Fund by a labor/management contract. The Fund takes the attitude that whereas the stock (fish payment) for the alleged violation is in escrow prior to seizure, their decision is the trip is not a broker and therefore the Fund is legally entitled to their contribution as ordinarily due.

A lawyer for the crew also feels that the crew is therefore entitled to their ordinary share if the Fund gets their contribution.

I think further it is only fair that the boat

with the alleged violation of yellow tail flounder has a right to know what were the lengths of the fish rated as under 13". Are they 12 7/8", 12 5/8, 12 1/2" or smaller?

It would appear to be a discriminatory situation for some boats and crews who are trying to obey the regulation and just barely miss out, so 100% of the yellow tail flounders are confiscated as well as a fine besides for the owner/captain, usually ending up as the owners problem only. Thank you for your patience and I am only trying to make a difficult situation more bearable for those conscientious fishermen who are trying to comply and make a living at the same time.

ADDENDUM

At the Thursday, August 9, 1990, New England Fisheries Management Council a U.S. Coast Guard officer present stated: U.S.C.G. allows a tolerance of small yellow tail flounders in their inspection for length violations.

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OFFSHORE MARINERS WIFE'S ASSOCIATION PROVIDED BY JUDITH RAMOS, PRESIDENT

Following the successful Blessing of the Fishing Fleet ceremony I thought it would be nice to share with you a letter sent by the Captain of the First District Peter Collom who took part in the ceremony on August 19th;

Dear Mrs. Ramos:

I enjoyed meeting you and the other officers of the Offshore Mariners Wives Association on Sunday and having the opportunity to visit New Bedford once again for the annual

Blessing of the Fleet. You treated us most hospitably, and the coffee and food at Porto Fino before the festivities certainly was appreciated, particularly in view of the weather.

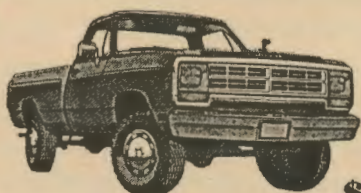
The event was very enjoyable. I had the opportunity to become reacquainted with many old friends, including Mayor Bullard. The boats were grand; even more well decorated than I remember from years past, and there was more than once that I felt like jumping aboard to join in the banquet on deck.

The Coast Guard and the New Bedford fishing community always have enjoyed a special relationship; our ties are strong, and I hope that they will continue well into the future. Informal events such as yours go a long way towards ensuring just that.

Sincerely,

Peter L Collom
Captain, U.S. Coast Guard

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NOTES FROM USCG CUTTER CAMPBELL (WMEC 909)

WRITTEN BY ENS JONATHON HELLER

Friday, June 20th, USCGC CAMPBELL (WMEC 909), returned home to State Pier following a six week patrol in the Carribean Sea continuing her fight in the War on Drugs. Not only did the cutter fight the war, but she won one of the battles.

While patrolling 420 miles southeast of Miami, Florida, CAMPBELL discovered a green sail bag wrapped in chain and wire to avoid detection, floating 2,000 yards behind a sailboat. She retrieved the bag and found 75 pounds of marijuana.

CAMPBELL's boarding party located marijuana residue throughout the vessel and wrapping material matching that used to wrap the marijuana in the sail bag. The sailboat was seized and its three crewmen, two United States citizens and one Jamaican, were arrested.

The vessel and crew were taken to Naval Station Guantanamo Bay, Cuba and turned over to the authorities for further transfer to Miami, Florida where they will be prosecuted for illegal possession of narcotics with intent to distribute.

This was CAMPBELL's last patrol under her current Commanding Officer. At Change of Command, on September 7th, Commander Edward J. Dennehy will be relieved by Commander D. Brian Peterman. Commander Dennehy will assume the duties as Planning Officer for the First Coast Guard District in Boston, Massachusetts.

CAMPBELL is now wrapping up her annual major dockside repair period. Her hull has a fresh coat of paint, and her engineering and operational equipment have been

overhauled. All of this has been completed in time for her new Commanding Officer's arrival. Most of this import has been dedicated towards preparing for the Change of Command.

CAMPBELL played host on Saturday, 25, August to a reunion of sailors from the USS LST-69. Approximately 10 World War II veterans and their families came aboard to lay a wreath in memorium of their fallen shipmates. That weekend, CAMPBELL also welcomed over 200 guests who came down to State Pier for the Heritage Days Regatta.

The officers and crew of the CAMPBELL would like to take this opportunity to wish Commander Dennehy fair winds and following seas.

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Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission
Edited By Joseph C. Cardozo



The members of the Sea Explorer, Ship 40, Ernestina crew stand at attention to greet the schooner returning from her race on August 26th. As a good host for the event, the ship came in third place (last) behind the schooners WHEN & IF and SPIRIT OF MASSACHUSETTS.

The ERNESTINA also played host to a group of Russian sailors from the tall ship DRUZHBA during this race. Everyone enjoyed the rather light winds but excellent day.

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Schooner SPIRIT OF MASSACHUSETTS and Schooner ERNESTINA drop their sails in the harbor after finishing their race during the August 26th Heritage Days Regatta Festival.

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Political Advertisement

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BIFF & MARGE MACLEAN

Local Sea Explorers Get Chartered

It was a dream come true for School Committeeman Carlos Pacheco on August 27th on the Schooner ERNESTINA. Pacheco, for years, has been looking to start a local Sea Explorer troop, in conjunction with the Boys Scouts of America, Moby Dick Council.

On that Monday evening with a host of dignitaries attending, the group's official charter was presented to the key sponsors of the troop; the New Bedford Kiwanis Club, Schooner Ernestina Commission and the Harbor Development Commission. The scouts also have four scout officers who were sworn in to lead the crew.

The purpose of the group will be to build character, citizenship training and fitness by working around the maritime environment. Many groups maintain sail or power vessels, follow a challenging rank



Sea Explorer scout Peter Rose gets sworn in as an officer of the new group by Ship 40 Ernestina Skipper Steven Ponte. Scout Jason Ribeiro who served as the emcee for the event looks on in front of City Councillor John Saunders.

advancement program and utilize nautical uniforming, customs and ceremonies.

The New Bedford group will be active on the Ernestina, the city based Coast Guard Cutters, along with the project to restore the New Bedford

Lightship.

All young men and women who are interested can call 993-9978 for enlistment information. The group will meet once a week, utilizing the Lightship as its base of operation.

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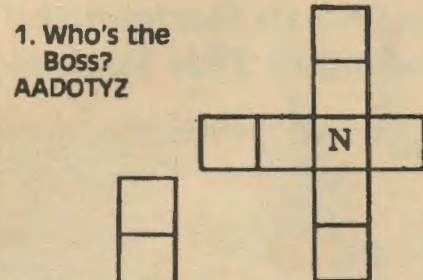
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Star Crossed Puzzle

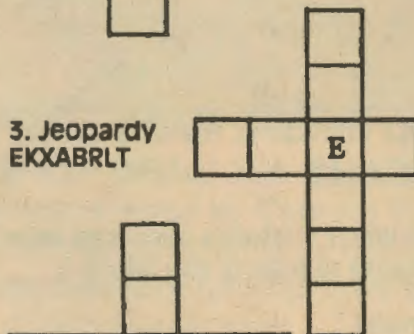
In the puzzle below the star of the movie or TV show can be filled into the crossed letter spaces. If you can't guess, unscramble the letters!

1. Who's the Boss?
AADOTYZ



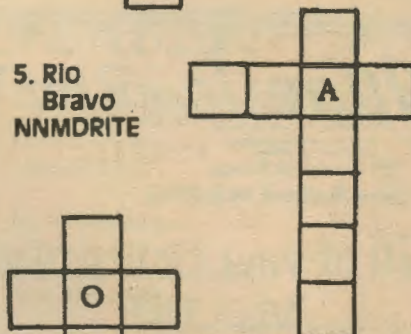
2. Fatal Attraction
EEELMPSTY

3. Jeopardy
EIKXABRLT

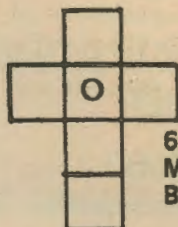


4. Separate Tables
ENDDIIIA

5. Rio Bravo
NNMDRITE



6. Road to Morocco
BBEPH



Barnacle Puzzle

Provided By Karen Gomes

The Scrambler

Unscramble the words below, one letter to each square to form everyday words.

1. OITRAL
[] [] [] [] [] [] []

2. MOLRAN
[] [] [] [] [] [] []

3. CEDTET
[] [] [] [] [] [] []

4. ISLOP
[] [] [] [] [] [] []

5. WTIHEG
[] [] [] [] [] [] []

Now unscramble the circled letters to form the mystery word.

Mystery Word
[] [] [] [] [] [] []

Answers on the page 30

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Sponsored by
Cuttyhunk Coldwater Seafood
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**CONGRATULATIONS To H. Oliveira of North Dartmouth!!
Our Recipe Contest Winner For Sending In This Recipe;**

Poorman's Lobster

2 lbs of haddock fillets
14 milk crackers
1/4 lb margarine
1 can Shrimp Soup

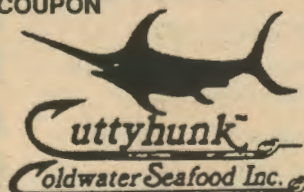
Season haddock fillet with salt and pepper. Place in baking dish. Pour the shrimp soup over the fillets. Top with crushed milk crackers that have been mixed with melted butter. Bake at 350 degrees for 35 to 40 minutes, depending on the thickness of fillets. Serves four people.
It's quick, easy and delicious...Enjoy!!!

DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR FISH?

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C/O Cuttyhunk Coldwater Seafood
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Answers to Puzzle Page

Answer to Star Crossed Puzzle

1. Tony Danza; 2. Meryl Streep; 3. Alex Trebek; 4. David Niven; 5. Dean Martin; 6. Bob Hope.

Answers To The Scrambler

1. tailor
2. normal
3. detect
4. spoil
5. weight

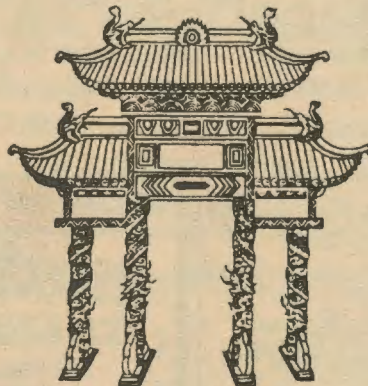
Mystery Word

dolphin

GUM BO RESTAURANT

金寶餐廳

Welcome to Gum Bo Restaurant. You are invited to a Delightful adventure eating with us. The Sensuous mixture of Sights, Sounds, Aroma and Tastes of the Gum Bo's is the atmosphere we attempt to create for you, a full range of authentic Chinese cuisine, from hot and spicy entrees to the Mandarin, Szechuan and Hunan Province, to the delicate cuisine of the Canton Province, our staff will be happy to assist you in your selection and any dishes that are not listed. Chinese food is not ordinarily ordered individually as in American food. Instead, dishes are ordered and shared.



For this reason, the more people in your party the more variety is in your meal.

Since each order is cooked individually, the degree of hot and spicy dishes can be altered to mild or even very hot. In addition, ingredients such as monosodiumglutamate, salt, sugar or vegetable oil can be totally eliminated upon request.

Accompanied by our Subtly and artfully blended drinks and the personable responsiveness of our staff are the ingredients with which we hope to transport you into the spirit of the Gum Bo's welcome.

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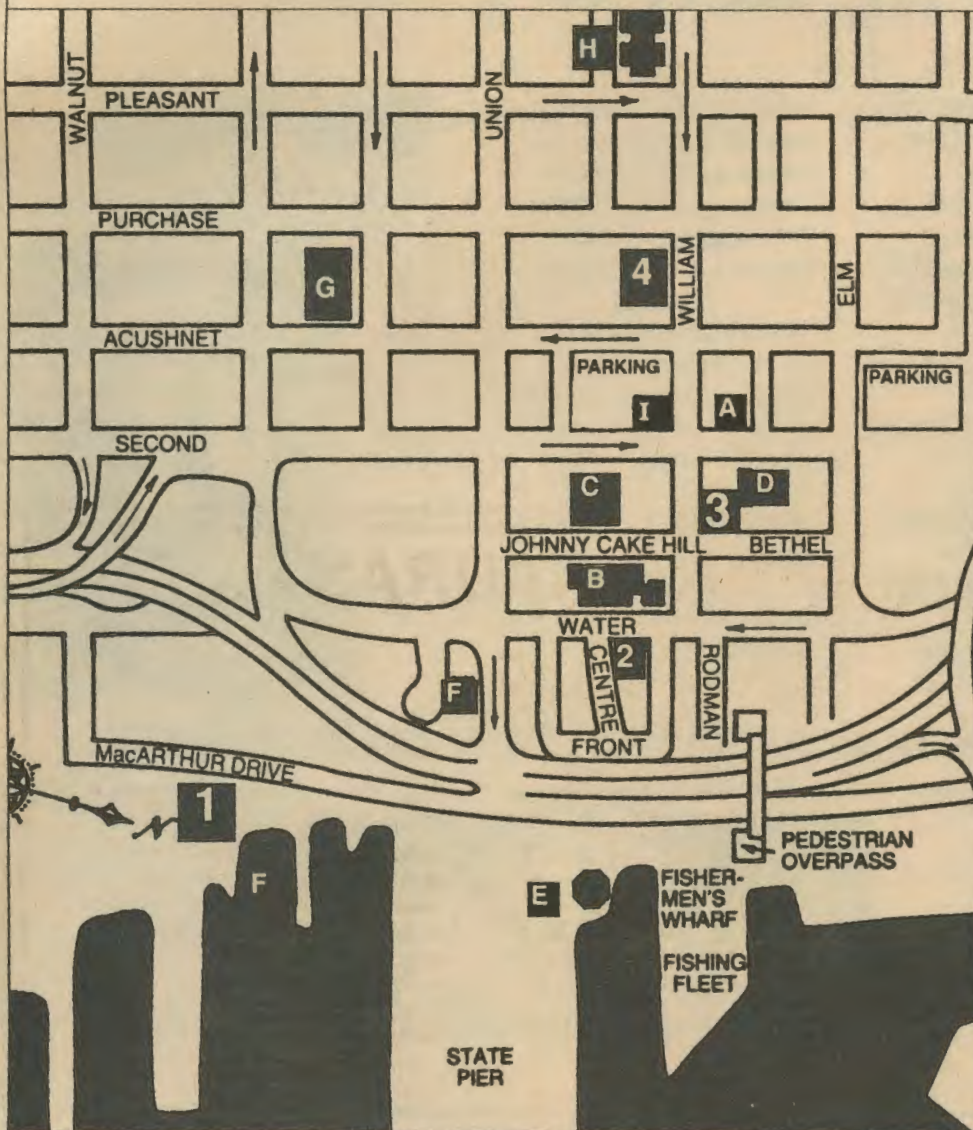
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